

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICENATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC

Easton Section of the Lehigh Canal & Glendon & Abbott Street Industrial Sites

AND/OR COMMON

Hugh Moore Parkway

2 LOCATION

STREET & NUMBER

Along the Lehigh River from Hopeville to the confluence of the Lehigh and Delaware Rivers

CITY, TOWN

Easton (Rt. 48065)

VICINITY OF

15th

STATE

Pennsylvania

CODE

42

COUNTY

Northampton

CODE

095

3 CLASSIFICATION

CATEGORY

☐ DISTRICT☐ BUILDING(S)☒ STRUCTURE☒ SITE☐ OBJECT

OWNERSHIP

☒ PUBLIC☐ PRIVATE☐ BOTH

PUBLIC ACQUISITION

☐ IN PROCESS☐ BEING CONSIDERED

STATUS

☒ OCCUPIED☐ UNOCCUPIED☐ WORK IN PROGRESS

ACCESSIBLE

☒ YES: RESTRICTED☐ YES: UNRESTRICTED☐ NO

PRESENT USE

☐ AGRICULTURE☐ COMMERCIAL☒ EDUCATIONAL☐ ENTERTAINMENT☐ GOVERNMENT☐ INDUSTRIAL☐ MILITARY☐ MUSEUM☒ PARK☐ PRIVATE RESIDENCE☐ RELIGIOUS☐ SCIENTIFIC☐ TRANSPORTATION☐ OTHER:

4 OWNER OF PROPERTY

NAME

Multiple (see continuation sheet)

STREET & NUMBER

CITY, TOWN

STATE

VICINITY OF

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Northampton County Courthouse

STREET & NUMBER

7th and Walnut Streets

CITY, TOWN

Easton

STATE

Pennsylvania

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

Pennsylvania Inventory of Historic Places

DATE

1/25/77

☐ FEDERAL ☒ STATE ☐ COUNTY ☐ LOCALDEPOSITORY FOR
SURVEY RECORDS

Pennsylvania Historical and Museum Commission

CITY, TOWN

Harrisburg

STATE

Pennsylvania

7 DESCRIPTION

CONDITION

___EXCELLENT
☒GOOD
___FAIR

___DETERIORATED
☒RUINS
___UNEXPOSED

CHECK ONE

___UNALTERED
☒ALTERED

CHECK ONE

☒ORIGINAL SITE
___MOVED DATE _____

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Easton Section of the Lehigh Canal followed the valley of the Lehigh River in Northampton County from Hopeville on Legislative Route 48065 to the confluence of the Lehigh and Delaware Rivers at Easton, Pennsylvania. This section contained three canal locks (locks number 46, 47, 48), two Guard Dams (#8, #9), one Chain Bridge, and one Guard Lock (#8). Associated with these canal features were four lock keeper houses and approximately 5.6 miles of towpaths. Along the canal banks several industrial areas developed through the influence of increased commerce and transportation. Three of the more important areas were the Glendon Iron Works and Industrial Area, the Lucy Furnance and the Abbott Street Industrial Area.

The following is a breakdown of general Lehigh Canal features, those canal features specific to the Easton section and the industrial features of the area.

Lehigh Canal: Overall Statistics and Information

1. Dates of Construction:

Engineering Survey started: 1814
Construction started: 1816
Through navigation began: 1829
(partial navigation as each section was opened)
Last commercial traffic: 1931

2. Engineers, Surveyors and Proprietors:

Preliminary Survey and initial scope engineering: Josiah White
Chief Civil Engineer: Canvass White
Proprietors of Company: Erskine Hazzard & others from Schuylkill Falls Nail Factory

3. Elevation:

Section I of the Lehigh Coal and Navigation Canal from Easton to Mauch Chunk (Jim Thorpe), Pennsylvania is 36 miles long. Elevation at Guard Lock #8 at Easton is 125 feet above sea level. Elevation at Guard Lock #1 at Mauch Chunk (Jim Thorpe) is 493 feet above sea level. The change in elevation is 368 feet.

4. Number of Locks in Entire Canal:

76 Locks, 8 Guard locks, 28 Dams, 6 Aqueducts

5. Source of water supply for the Lehigh Canal:

the general Lehigh River Basin Watershed Area

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6. Speed and type of navigation:

Average speed was 2 to 3 miles per hour with a two mule draft. The working day was generally 12 to 16 hours. At one time special high wheeled mechanical tractors with spiked wheels were tried. But the mechanical gearing and transmissions available at that time did not allow for low speed traveling for an extended period. If speeded up the wake would erode and damage the banks of the towpath. Also at that time mechanical maintenance and skilled operators were not available in a cost frame to compete with mule power.

7. Boat type and dimensions:

The general cargo boats were 16 feet wide, 35 feet long, 7 feet deep drawing 5 to 6 feet of water and hauling 5 to 40 ton cargos. Generally two boats were hooked together using eyes and coupling pins to give the boat an overall length of 75 to 80 feet. In the later years longer boats were used often to a combined length of 100 feet.

On the Lehigh Canal, coal was the major commodity hauled although slate, flagstone, timber and farm products were also hauled.

With the continued and varied loads many other types of boats were developed for special purposes. Some of these specialized boats were supply boats, work boats, house boats, donkey engine boats for dredging, spoil boats and at times a floating general store.

8. Typical Lock dimensions:

General lock dimensions on the Lehigh Canal were 36 feet wide, 110 to 130 feet long, with a height of 8 to 16 feet depending on the change in elevation.

9. Canal and Towpath Dimensions:

The Lehigh Canal was divided into two sections. Section I, the lower canal, ran from Easton to Mauch Chunk (Jim Thorpe) and was 36 miles long. This section contained 47 locks, 8 dams, 8 guard locks and 6 aqueducts. Section II, the upper canal, ran from Mauch Chunk (Jim Thorpe) north to White Haven and was 26 miles long. This section contained 29 locks and 20 dams. Above White Haven two dam chutes (bear trap locks) were operated from Stoddartsville. These chutes could only be operated following the heavy spring rains and snow melt-off.

The canal was dug 60 feet wide at the top and 45 feet wide at the bottom and was 5 to 6 feet deep. Towpaths were 8 to 12 feet wide.

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10. Original Purpose of the Lehigh Canal:

The discovery of anthracite coal in the vicinity of Mauch Chunk (Jim Thorpe) and the desire to market this coal created a need for a cheap and efficient means of transportation. Roads along the route were almost impassable and shipping on the Lehigh and Delaware Rivers slow, uncertain and hazardous. The Lehigh Coal and Navigation Company Canal was chartered to provide an easy and economical method to transport anthracite coal to Easton where it could be shipped on the Delaware River or Delaware Canal to Philadelphia or transferred via the Morris Canal to New York City.

11. Present Condition of the Canal:

In 1841 a flood destroyed most of the canal above Mauch Chunk (Jim Thorpe) little of this section was rebuilt although there are isolated features still present. From Mauch Chunk (Jim Thorpe) to Walnutport (Lock 1 to Lock 24) The canal is in good condition with most features still present. The canal in this area is publically owned.

From Walnutport to Allentown (Lock 24 to Lock 38) the canal is in poor condition with only scattered features remaining. All dams in this area have been breached. This section is in private ownerships.

The section from Lock 38 at Allentown to Lock 47 in Easton where the canal enters the Delaware River is in excellent condition with water in most of the canal length.

It is our intention to nominate the three best preserved sections to the National Register of Historic Places. These sections are: (1) Lehigh Gap to Weissport, (2) Allentown to Hopeville and (3) Hopeville to Easton.

Lehigh Canal: Easton Section

The lower section of the Lehigh Canal passed through an area of rugged hills and narrow river valley. The Easton Section extended from lock 46 at Hope Village to lock 47 and guard dam 9 at Easton where the Lehigh River flows into the Delaware River. This area includes part of Section 7 and all of Section 8 of the original canal divisions. The Lehigh Canal was originally divided into eight sections which corresponded with the eight guard dams.

The following is a breakdown of all the original canal features in the Easton section, their condition today and any modern features present. This breakdown is keyed to the official Lehigh Canal Charts (#64 to #59) as revised in 1954.

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MAP 64: Hopeville to Turkey Island

Leading from Lock #45 the canal ran along the north bank of the Lehigh River. At lock #46 a slack water section ran north of Aberly Island and Turkey Island. Towpath extended to the end of Turkey Island.

Canal Feature:

Lock #46 weighlock
Owner: Bethlehem
Township

Condition:

This concrete and wooden weighlock is in poor condition. Because the canal was in operation until 1931, many of the original stone lock walls were replaced with concrete after 1895.

Towpath

overgrown but still visible

Canal Bed

overgrown but still visible

Associated Features:

Lock Keepers House
Owner: Ann Gesler
1705 Hope Road
Easton, Pa.
215-253-5949

This late 1880 lockkeepers house is in fair condition although altered by addition of asbestos shingles. This two story, two bay by two bay house has a gable roof and a two story wing on the rear. This house is privately owned by the daughter of the last lockkeeper.

Modern Features:

none

MAP 63: Turkey Island to Mid point of Island Park

The canal in this section was slackwater following the north bank of the Lehigh River until a point opposite Chain Dam Island where it crossed over to Chain Dam Island along a causeway and guide wires. From here at the northern end of Chain Dam Island it followed the southern bank of the island.

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Canal Features:

Causeway

Condition:

Originally a stone and wooden break-water used to guide canal boats accross to Chain Dam Island. Only remnants of this causeway remain and are not visible a normal river level.

Towpath

overgrown

Associated Features:

none

Modern Features:

none

MAP 62: Chain Dam Island to Weir on South Bank of Lehigh River

The canal in this section continues as slackwater along the southern bank of the Chain Dam Island (Island Park) to the Chain Dam Bridge where the boats crossed the river towed by mules using the Chain Dam Bridge. Boats were then pulled to Guard Lock #8 where they again entered the canal basin on the southern bank of the Lehigh River.

Canal Features:

Towpath to guard lock #8

Condition:

overgrown

Chain Dam Bridge

This cable suspension bridge was built in 1856-1857 by E. A. Douglas. The bridge is a composite of 3 stone piers and two spans. Each of the piers is approximately 30' high. The bridge surface was supported by a stranded cable thought to be made by the Roebling Company. Only the three piers and cables remain. This bridge was placed on the National Register on February 12, 1974.

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Guard Lock #8
and Inlet Basin

This stone and wooden lock and inlet basin are original and in excellent working condition. This inlet guarded the canal from flooding and the gates were usually left open.

Dam #8

Just below guard lock #8 is located Dam #8. The original dam was constructed of rock and timber. This dam forced water into the canal section from guard lock #8 to outlet lock #48. The original dam was replaced by the state in 1974 with a concrete dam. The new dam is at approximately the same location as the old dam.

Canal Basin

good condition and water filled

Towpath

cleared and in good condition

Weir

Stone and concrete, an automatic gate to water run off the canal in times of high water, good condition

Associated Features:

Lockkeepers House at
Guard Lock #8

This lockkeepers house dates from 1920's and is the third on the site. Located between the lock and the dam, this 2½ story frame and clapboard house is L shaped. It has a gable roof and is 3 bays by two bays. It is in excellent condition and is owned by the city of Easton.

Modern Features:

none

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MAP 61: Weir to below site of Glendon Industrial Site

From the weir, the canal basin runs along the south bank of the Lehigh River past the site and ruins of the Lucy Furnace to the Glendon Industrial Area. This was the site of intensive industry during the late 1800's.

Canal Features:

Canal Basin

Towpath

Condition:

in good condition and water filled

cleared and in good condition

Associated Features:

Lucy Furnace Site

Site and ruins of the Lucy Furnace, the Warren Wilber and Company. This iron furnace once had a blast furnace, sheds and workers houses on the site. Today only foundations and the lower section of the blast furnace remain.

Glendon Industrial Site

Site and ruins of intensive industry from 1825 to 1900. Lured by the success of the canal, Charles Jackson, Jr. of Boston developed an early (1843) anthracite iron furnace on the site incorporating hot blast techniques powered by water wheels. There were four blast furnaces on the site which was known as the Glendon Iron Works. Today only foundations and walls remain.

Modern Features:

new 2 story park maintenance building east of the Lucy Furnace Site, built in 1974.

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MAP 60: Glendon Industrial Area to Lock #47

From west of the Glendon Industrial the canal basin runs along the south bank of the Lehigh River to Lock #47, an outlet lock.

Canal Features:

Condition:

Canal Basin

in good condition and water filled

Towpath

cleared and in good condition

Lock #47
outlet lock

The present lock was built in 1903-4 and is concrete and wooden.

Associated Features:

Lockkeepers House at
Lock #47

Stone foundations of lockkeepers house are located north of the lock between the canal and the river.

Abbott Street Industrial
Area

Site and ruins of extensive industrial area dating from the early 1800's. In 1832 the ground was broken for the first industry and by 1838 there were mills, grist mills, a wire factory, the Van Buren Iron Furnace, a cotton factory, a bucket factory and a rifle factory. Foundations and ruins are all that remain on the site.

Modern Features:

none

MAP 59: Lock #47 to the Confluence of the Lehigh and Delaware Rivers

From lock #47 the canal continued to outlet lock #48. Originally the canal extended for another 850 yards before entering the Lehigh River. In 1900 lock #48 was moved back to the present site. The canal along this older section is now buried. From outlet lock #48 the canal was slackwater with towpaths along the south bank of the Lehigh River making a southward turn into Lock #23 on the Delaware Canal with connections across the Delaware River to the Morris Canal.

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Canal Features:

Canal Basin

Towpath

Canal Overflow

Lock #48, outlet
lock

Dam #9

Condition:

in good condition and water filled

cleared and in good condition

stone and wooden overflow gate, in
fair condition

concrete and wooden lock built in 1900.
Location of the lock was moved from 850
yards downriver.

a common dam, built to force water
into the Delaware Canal. This dam
spans the Lehigh River where it enters
the Delaware River. The present dam
was built in 1966.

Associated Features:

Lockkeepers House at
lock #48

foundations, stone

Toll Collectors Office

Stone and brick foundations of circa
1830's toll collectors office.

Canal Museum

Originally a C. K. Williams Coal Yard
Building constructed in 1890. This
building was renovated and developed
into a canal museum in 1970.

Presently the Easton section of the Lehigh Canal is owned and
utilized by the City of Easton as a park. At this time only picnic
areas, trails and river access areas have been developed, however,
bike paths, nature areas, sports areas are proposed.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW				
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION	
<input type="checkbox"/> 1400-1499	<input checked="" type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE	
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE	
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input checked="" type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER	
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION	
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input checked="" type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)	
		<input type="checkbox"/> INVENTION			

SPECIFIC DATES 1829 -- 1931

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The discovery of anthracite coal (stone coal) near the town of Mauch Chunk (Jim Thorpe) in 1791 marked the beginning of the industrial development of the Lehigh River Valley and the rapid growth of towns in the area.

In 1793, the Lehigh Coal Mine Company was formed. This company purchased a large tract of land on Summit Hill where the first discovery of anthracite coal was made.

The nearest potential market of any size at that time was Philadelphia. The company was faced with two problems: to find an efficient and cheap way to deliver the coal to market and to educate the public to its uses. For the next 25 years the shipment of coal was slow and hazardous. For a while coal was shipped on wooden boats called arks but these could only be used when the river was high and many arks never made it to market.

Following the War of 1812, bituminous coal in the eastern markets became scarce and expensive. This plus an increased use of anthracite by blacksmiths caused the demand for anthracite to spiral. Much coal was shipped by arks to Philadelphia at this time. One of the biggest anthracite users at this time was the firm of White and Hazard, nail manufacturers. So when the original trustees of the Lehigh Coal Mining Company gave up their business in 1817, Josiah White decided to visit the Lehigh Mines.

Josiah White in his work with the nail factory had also become interested in the use of water power. Because of his interest, he built the first dam and lock on the Schuylkill River.

As a result of his visit to the mines, the firm of White and Hazard and Hauto leased the Lehigh Coal Mine Company's land. In order to transport the coal to market they petitioned the state legislature for permission to improve the Lehigh River. So in April of 1818, White and Hazard began to survey the Lehigh River. In 1818 they also started the Lehigh Navigation Company and work in improving the river began the same year at the mouth of the Nesquehoning Creek. They had planned to narrow the channel so to raise the water for boat travel, however, they discovered that there still wasn't enough water. In order to solve this problem, Josiah White invented a new type of lock system which became known as a Bear Trap Dam. These unusual dams were designed to create artificial freshets so when the dam gates were opened the boats would float down stream on an artificial flood.

During the first year of river improvements, about 40 buildings were built at the mouth of the Nesquehoning, to house workers. From this grew the town of Mauch Chunk (Jim Thorpe).

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By 1820 most of the money originally invested in the two companys was spent. So on April 20, 1820, the two companies merged to form the Lehigh Navigation and Coal Company. The canal at this time only consisted of 2 bear traps on the upper Lehigh River and open river travel to the Delaware River on flat bottomed arks. But eventhough coal transportation was still dangerous the demand for anthracite grew so that by 1824 more than 9,500 tons of coal were shipped to Philadelphia. In order to improve transportation further, construction was started on the lower sections of the Lehigh Canal in 1827. The work was put under the supervision of Canvass White, an engineer and relative of Josiah White, who had previously helped build the Erie Canal in New York State. In two years the Lehigh Canal was completed and regular canal coal shipments began.

In January of 1841 there was a terrible flood on the Lehigh River and many locks and dams were completely destroyed. But in time most of the canal was repaired and coal shipments continued. Over 500,000 tons were shipped in 1846.

In June of 1862 a second flood ripped through the dams and locks on the Lehigh Canal. When the Mauch Chunk dam broke over 150 people were killed. Damage was so bad that most of the canal between White Haven and Mauch Chunk was destroyed. In 1855 the Lehigh Vally Railroad began operation. Following the Civil War the use of the railroad for hauling heavy loads began replacing the canal. This plus the disastrous floods convinced the company not to rebuild the upper canal. The canal continued operation but as the years went by shipments by canal decreased. From the post-war World War I peak of 5,000,000 tons in 1923, shipment dropped to 3,000,000 tons by 1929. Following 1927, the Lehigh Navigation and Coal Company made no more profits and shipping on the canal stopped in 1931.

In its 102 years of operation the Lehigh Canal helped to form and develop the industry and settlements along the Lehigh River. Starting with the early canal buildiers, people began settling along the canal and soon small towns and villages began with the canal came increased mobility for people and goods. The canal was not only used for transporting coal, produce, lumber but livestock traveled to market via the canal also.

Industry soon developed along the canal, too. Canal boat building, industries which manufactured canal-support products, coal using industries and industries that need the water power created by the canal were soon started. Three such industrial areas developed along the canal in the Easton section of which only ruins remain today.

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ABBOTT STREET AREA

By 1832 ground was broken for the first industry in Abbott Street. By 1838 there were mills, grist mills, a wire factory, and iron furnace, a cotton factory, a bucket factory and a rifle factory in this area.

GLENDON INDUSTRIAL AREA

In 1843 Charles Jackson, Jr. of Boston built the Glendon Iron Company, one mile west of the Abbott Street area along the Lehigh Canal. As time went on other industries such as the Keystone Iron Plant also built here.

LUCY FURNACE SITE

Up the canal from the Glendon Iron Company another iron furnace, the Lucy Furnace was built in the mid 1800's.

These industrial areas played an important part in the development of the area and continued in operation till the end of the nineteenth century. Today they are only ruins and archeological remains.

The Lehigh Canal played an important part in the development of the anthracite coal industry and the Lehigh River Valley. In 1953, a group of citizens of the three county area along the canal (Carbon, Lehigh and Northampton) met and formed the Lehigh River Restoration Association. Their goals are to restore and improve the Lehigh River and Canal for industrial and recreational use. Since 1953, the City of Easton has purchased the Easton section of the Canal and is developing the area as parkland.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

(SEE CONTINUATION SHEET)

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 260

UTM REFERENCES

(see continuation sheet for zonings)

A	ZONE	EASTING	NORTHING
C	ZONE	EASTING	NORTHING

B	ZONE	EASTING	NORTHING
D	ZONE	EASTING	NORTHING

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

Susan M. Zacher / J. Stevens Humphries, Director

ORGANIZATION

DATE

PHMC / Hugh Moore Park Commission

STREET & NUMBER

TELEPHONE

Box 1026

CITY OR TOWN

STATE

Harrisburg / Easton

Pennsylvania

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL X

STATE

LOCAL

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

TITLE WILLIAM J. WEWER, Executive Director
Pennsylvania Historical & Museum Commission

DATE

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

ATTEST: DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

DATE

KEEPER OF THE NATIONAL REGISTER

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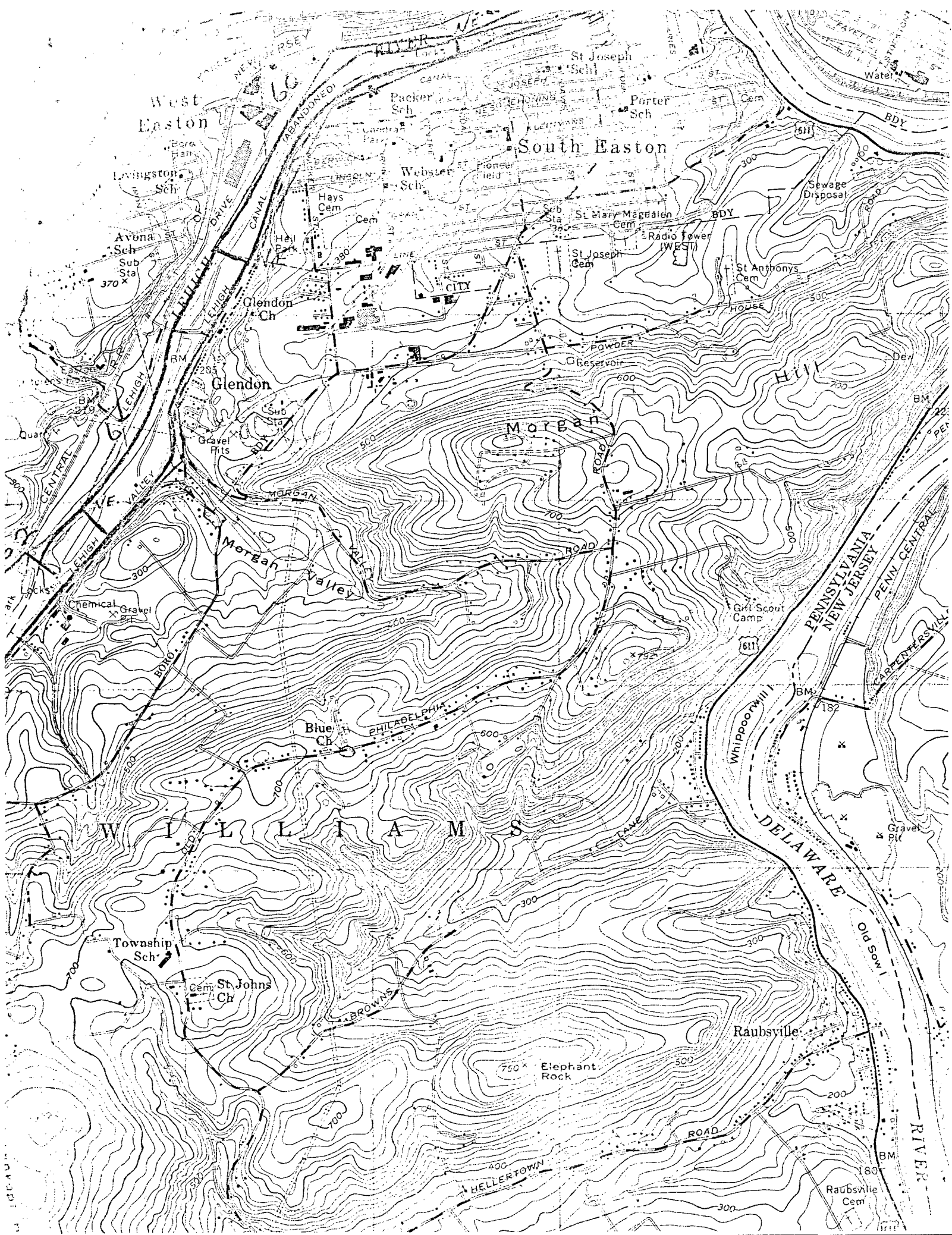
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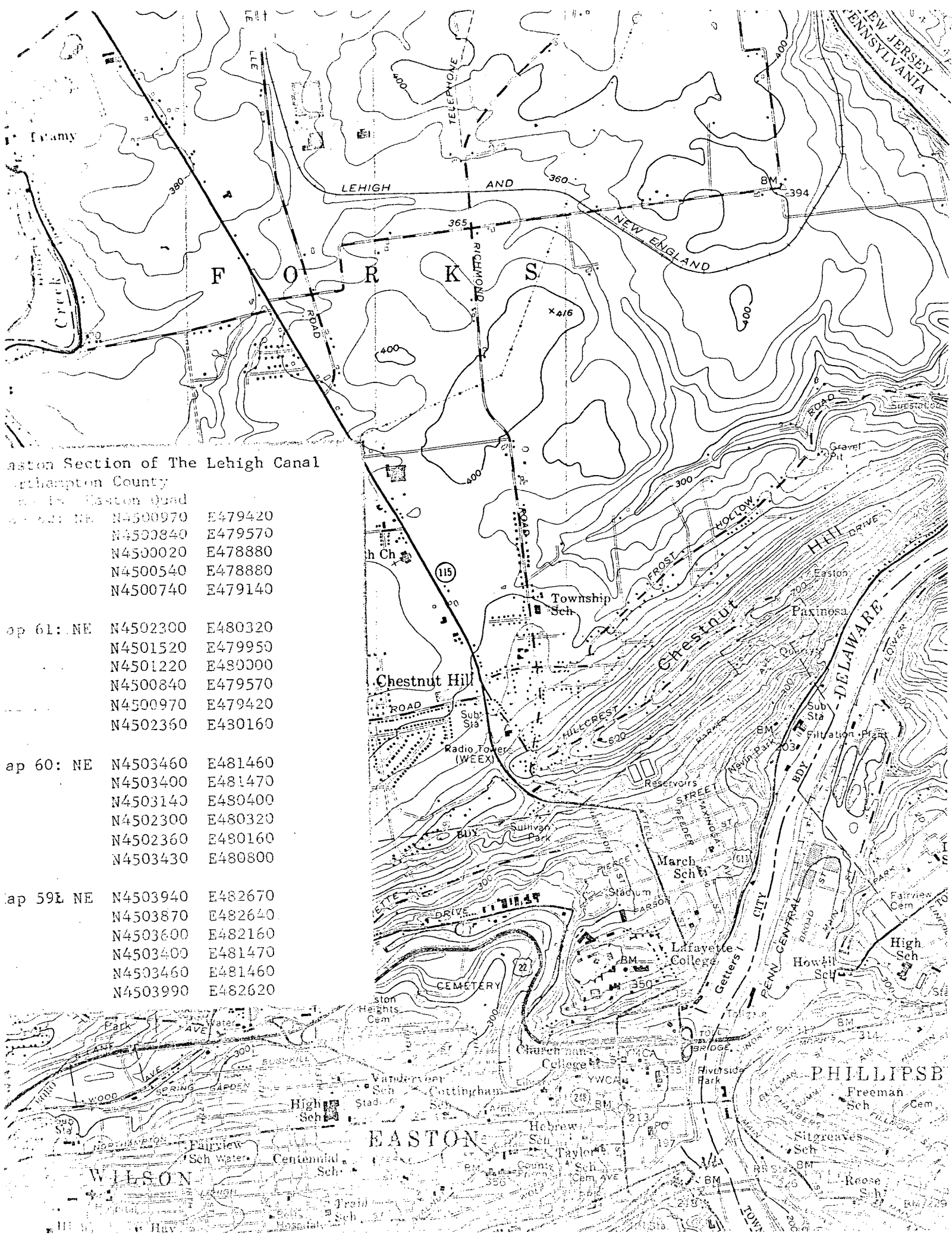
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Easton Section of The Lehigh Canal
Berks County

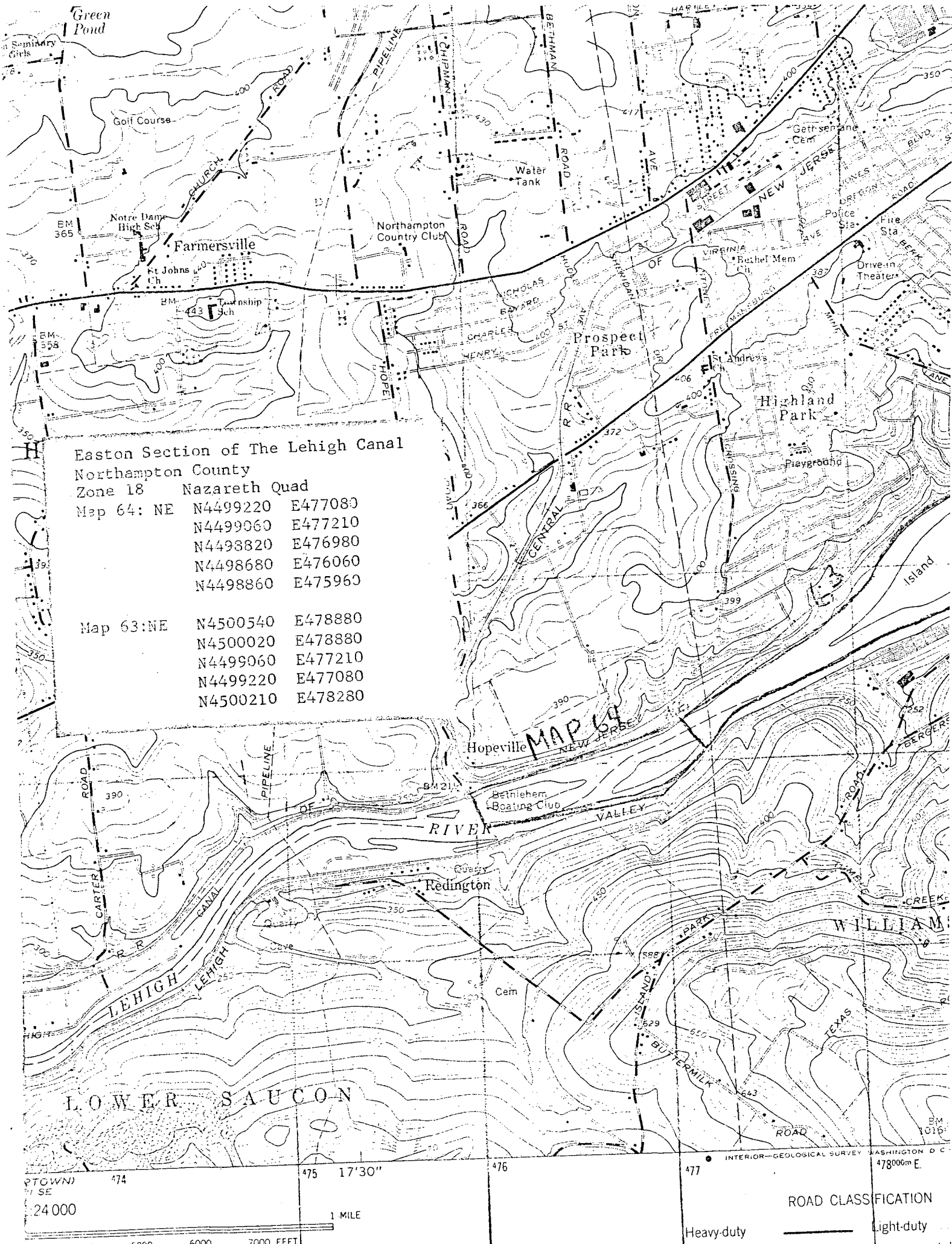
Map 61: NE N4500970 E479420
N4500840 E479570
N4500020 E478880
N4500540 E478880
N4500740 E479140

Map 61: NE N4502300 E480320
N4501520 E479950
N4501220 E480000
N4500840 E479570
N4500970 E479420
N4502360 E480160

Map 60: NE N4503460 E481460
N4503400 E481470
N4503140 E480400
N4502300 E480320
N4502360 E480160
N4503430 E480800

Map 59: NE N4503940 E482670
N4503870 E482640
N4503600 E482160
N4503400 E481470
N4503460 E481460
N4503990 E482620





Easton Section of The Lehigh Canal
Northampton County
Zone 18 Nazareth Quad

Map 64: NE	N4499220	E477080
	N4499060	E477210
	N4493820	E476980
	N4498680	E476060
	N4498860	E475960

Map 63:NE	N4500540	E478880
	N4500020	E478880
	N4499060	E477210
	N4499220	E477080
	N4500210	E478280

24 000

17'30"

1 MILE

ROAD CLASSIFICATION

Heavy-duty

Light-duty